

CLAIMS

What is claimed is:

1. An accelerator pedal offset system for a motor vehicle, comprising:
 - (a) a first connector couplable to an electrical output of an accelerator pedal of a motor vehicle;
 - (b) a second connector couplable, in place of the electrical output of the accelerator pedal, to an engine control module of the vehicle, wherein the second connector is coupled to the first connector via a plurality of electrical conductors;
 - (c) a first resistor connected across a first pair of the electrical conductors; and
 - (d) an electrically activated switch connected to selectably connect the first resistor across the first pair of electrical conductors.
2. The system of claim 1 further comprising a plurality of resistors, selectably connected in parallel with the first resistor, whereby a selectably variable resistance is connected across the first pair of electrical conductors.
3. The system of claim 2 wherein the plurality of resistors have values approximately in a doubling sequence.
4. The system of claim 1 further comprising a second resistor connected across a second pair of the electrical conductors.

5. The system of claim 4 further comprising two electrically activated switches separately connected between the first and second resistors and the first and second pairs of electrical conductors, respectively, whereby the first and second resistors are selectably connected across their respective pairs of the electrical conductors.
6. A method for increasing idle speed of an engine controlled by an accelerator pedal that is connected via a plurality of electrical conductors to a control module of a motor vehicle, comprising:
- (a) connecting a first resistance across a first pair of the electrical conductors;
 - (b) wherein the first resistance has a value selected to increase the idle speed, when connected as in part (a), to about 1250 RPM with no activation of the accelerator pedal.
7. The method of claim 6 wherein the first resistance consists of a single resistor.
8. The method of claim 6 wherein the first resistance value is in the range of about 45-95 kilohms.
9. The method of claim 6 wherein the first resistance includes a first resistor and a plurality of resistors, selectably connected in parallel with the first resistor, whereby a selectably variable resistance is connected across the first pair of electrical conductors.
10. The method of claim 9 wherein the selectably variable resistance is in the range of about 40-100 kilohms.

11. The method of claim 6 further comprising connecting a second resistance across a second pair of the electrical conductors.

12. The method of claim 11 wherein the second resistance value is in the range of about 21-45 kilohms.

13. The method of claim 11 further comprising connecting a third resistance value having a value in the range of about 75-133 kilohms across a third pair of the electrical conductors.

14. A method of retrofitting a motor vehicle having an accelerator pedal that is connected via a plug-type connector and a cable having a plurality of electrical conductors to a control module of a motor vehicle, comprising:

(a) providing a module containing:

(1) a first connector couplable to an electrical output of an accelerator pedal of a motor vehicle;

(2) a second connector couplable, in place of the electrical output of the accelerator pedal, to an engine control module of the vehicle, wherein the second connector is coupled to the first connector via a plurality of electrical conductors;

(3) a first resistor connected across a first pair of the electrical conductors; and

(4) an electrically activated switch connected to selectably connect the first resistor across the first pair of electrical conductors;

(b) disconnecting the cable from the control module;

(c) connecting the cable to the first connector; and

(d) connecting the second connector to the control module.

15. The method of claim 14 further comprising activating the switch.

16. The method of claim 14 wherein the provided module further contains a plurality of resistors, selectably connected in parallel with the first resistor, whereby a selectably variable resistance is connected across the first pair of electrical conductors.

17. The method of claim 16 wherein the selectably variable resistance is in the range of about 40-100 kilohms.

18. The method of claim 14 wherein the provided module further contains a second resistor having a value in the range of about 21-45 kilohms connected across a second pair of the electrical conductors.

19. The method of claim 18 wherein the provided module further contains two electrically activated switches separately connected between the first and second resistors and the first and second pairs of electrical conductors, respectively, whereby the first and second resistors are selectably connected across their respective pairs of the electrical conductors.

20. The method of claim 18 further comprising connecting a third resistor having a value in the range of about 75-133 kilohms across a third pair of the electrical conductors.